

Major Bridge Projects

Eighth Street Viaduct Partial Reconstruction including Replacement of the Eighth Street Bridge and the Burns Street Ramp (County Bridge in Queensgate and Lower Price Hill)

The Eighth Street Viaduct is rated in "Serious" condition (condition rating of 3). Steel shoring has been installed under piers 15, 19 and 27 to maintain safe operation of the viaduct until the partial reconstruction project occurs. This project also includes replacing the Eighth Street Bridge west of the viaduct and the Burns Street Ramp, which is a City (DOT) bridge adjacent to the viaduct. DOT, through the combined efforts of its own staff members and two directed consultants, has completed plan development. Construction will begin as soon as work agreements are secured with CSXT and Norfolk Southern Railroad, both of whom have rail lines under the viaduct. The full project will take two years to complete. During the first construction season, 22 of the 78 existing concrete piers that support the viaduct deck will be replaced and the superstructures to the Eighth Street and the Burns Street Ramp bridges will be replaced. It will be necessary to close the viaduct during this phase of the work. During the second construction season, the viaduct deck will be fully resurfaced and the walks, railings, lighting and drainage features will be replaced. One lane of traffic in each direction and pedestrian access across the viaduct will be maintained during this phase of the work. The estimated construction cost for the project is \$25 million. The City has secured \$15 million in state and federal funding from the Local Major Bridge program and OKI and \$4 million from OPWC. The remaining local match will be funded from a combination of County MRF Bridge funds, City CIP Eighth Street Viaduct Rehabilitation funds and City CIP Bridge funds.

Waldvogel Memorial Viaduct Replacement (City Bridge in Lower Price Hill)

The Waldvogel Viaduct is rated in "Poor" condition (condition rating of 4) but is safe for its posted loading of 16 tons. This is 40% of the legal load limit. The viaduct has been posted at this load limit since 1993. DOT continues to perform repairs to the structure as needed to keep it operational for passenger vehicles and buses. Structural repairs were completed in early 2006 to maintain safe operation of the viaduct at its posted limit until it is replaced. As a combination of Federal discretionary funds, ODOT Local Major Bridge project funds and OKI funds, DOT has secured \$29.5 million or 80% of the estimated \$49 million right-of-way and construction costs for the replacement project. DOT will continue its efforts to secure additional outside funding both for construction and for the necessary property acquisitions. Replacement plans are currently being prepared by a consultant under DOT's direction. The proposed project was presented to the local community at a series of three community meetings and one open house meeting in spring, 2005. The proposed project was well received. The project will replace the existing, deteriorated, half-mile long structure with a combination of roadway on grade and five new, smaller ramp bridges. Roadway construction is scheduled for 2010, following Eighth Street Viaduct project. Construction is expected to last two years. Preliminary railroad and utility relocation work could begin as early as 2008.

Western Hills Viaduct Rehab/Replacement (County Bridge in South Fairmount, Camp Washington and Queensgate)

The Western Hills Viaduct is currently rated in "Fair" condition (condition rating of 5). Due to the proximity of the viaduct to I-75, the configuration of the viaduct may well be impacted by ODOT's proposed I-75 projects. DOT will continue to work with ODOT as the I-75 studies progress to see to what extent the final alignment of I-75 will impact the viaduct.

Due to the size of the structure, it is expected that all rehabilitation/replacement options will well exceed \$50 million. A more precise cost estimate can only be established after a project scope has been defined. Because of this high cost, state and/or federal funds will be needed to complete the project. This will extend the time required for plan development. The earliest construction could start is 2012 following the Waldvogel Viaduct Replacement project.

Central Parkway over Rapid Transit Tubes – Walnut to Draper

Central Parkway over Rapid Transit Tubes – South of Hopple

(City Bridges in the CBD, Over the Rhine, the West End, CUF, and Camp Washington)

These two unused subway tube structures, which were built in 1924 and have a combined length of 2.5 miles, are rated in "Satisfactory" condition (condition rating of 6). A feasibility study by transit experts to evaluate using the tubes for their intended purpose (light rail) is presently underway. If no future beneficial use is foreseen for the tubes, consideration should be given to filling the tubes in order to end the ongoing maintenance requirement. The cost to fill the tubes with a controlled density cementitious fill material is estimated to be \$20 million.